THE NILE EXPEDITION FROM THE SPECIAL CORRESPONDENT OF

THE LIVERPOOL Mercury.] GEMAI, DEC. 2 .- As General Butler remarked to me when I arrived at Wady Halfa, and asked him for news: -"This is the most interesting episode until the troops intended to take an

as my information went-had not yet entered Dongola, though it was near it. left here on the 20th of November, and gence Department. All Wool Cachmere, black and colored.

All Wool Cachmere, black and colored.

All Wool Cachmere, black and colored.

All Wool Estamene Serge and Costume Cloths 18 c. to 30 c. per yard.

The Sandringham & Falcon Velveteens, NEWEST to ask for a guide, but the only one available is that promised, to Captain Demarks.

Makes.

The Sandringham & Falcon Velveteens, NEWEST to ask for a guide, but the only one available is that promised, to Captain Demarks.

Makes. way, in order to satisfy myself as to the pany us at 2.30 p. m. It is full moon acts, and in case something might octored you in my next. cur at Dongola of importance, even before the troops were massed there, I struck my tent and sent on my camels and horse to this place, and followed lery. These were preceded by detach-

Voyageurs' camp, and shared the hospiar a raging current, and a Canadian washtality of Colonel Burnaby and my ed overboard and drowned. This piece friend Dr. Neilson for the night.

M'Calmont, of the 7th Hussars.

I found the Canadians very indignant at certain statements published about them in the English papers, and specially some made by the correspondent of one London journal. In the letter of its correspondent, dated from there, they were described in anything but flattering terms. Each of them, according to this correspondent, was armed either with a revolver or rumbottle-or both. When taken to task turns out to be utterly untrue respecting a body of men who had come from their far-cistant home to serve their Queen in this expedition. I am assured by Dr. Neilson and Colonel Kennedy that the eight or ten revolvers possessed by these 360 Canadians, when they landed at Alexandria, were soon after taken from them, and that nearly the whole of them are teetotallers. and that all the rum the others have had is the tot dealt out to them as a ration.

Is observation upon it:

"Sir, such a puality of wood I have never put into the stem of a boat even on the Thames, and I have had forty years' experience. Why 'it is like touchwood; look, it breaks like a piece of glass, and, what is more, all the nails have drawn out of it as clean as possible. There is no nature in it. It might have been exposed to the weather for years. It reminds me of a piece of wood I got from the timber of old London Bridge, which had been immersed for close upon a century—but with this exception, it is not in half such good condition.

Do you think the Nile boats ought to the tot dealt out to them as a ration.

The correspondent referred to is an officer, and in trying to prejudice people at home against the Canadians was only following the fashion of, I am sorry to say, too many of his conferes sorry to say, too many of his confreres here, who think they are all wise enough and skilled enough to run the enough and skilled enough to run the but I have heard about them. They were built from timber bent from the solid, "

enough and skilled enough to run the expeditionary machine, boats, railways, and all, independent of extraneous aid.

Occasion has been taken from the unfitness of some seventy-five of these Canadians for the special work they have come to do to decry the whole. And I am assured by Lord Charles Bereaford, Colonel Grove, and more recently by Colonel Primrose and others that their experience in the management of the Nile boats in these rapids has been most valuable; and, as a still further proof of this, a general order has given the Canadians complete and responsible control of the boats in which they may be engaged, and which order makes them entirely independent of interference by officers whose incompetence in such matters has often been a source of danger to all concerned. I am afraid from what I learn secondhand that many of the disasters to the boats were constructed?—Well, sir, and consequently the moment a boat bumped the side would go in.

If you were building a boat for the navigation of such a river as the Thames, would you use for the stem is a river as the Thames, would you use for the stem in a river where there is nothing more to fear than the rollers of a pier. They were only "seem" together without riders, and consequently the moment a boat bumped the side would go in.

If you were building a boat for the navigation of such a river as the Thames, would you use for the stem is a river as the Thames, would you use for the stem is a river as the Thames, would you use for the stem is a river as the Thames, and consequently the moment a boat bumped the side would go in.

If you were building a boat for the navigation of such a river as the Thames, would you use for the stem is a river as the Thames, would you use for the stem is a river as the Thames, would you use for the stem is a river as the Thames, and consequently the moment a boat bunder, and consequently the moment a boat bunder, and consequently the moment a boat bumped the side would go in.

If you were building a boat for the navigation of

proce eding in them.

The Hussars marched at 6.30 next morning, and were followed at seven o'clock by the Marines and Artillery.

At 7.45 a. m. I started my caravan and followed it to Sarras by the ten o'clock train. The Hussars came through in five hours and a half, the distance being seventeen miles, but the Marines and Artillery did at the same and a half, the distance being seventeen miles, but the Marines and Artillery did at the same and a half, the distance being seventeen miles, but the Marines and a half, the distance being seventeen miles, but the Marines and a half, the distance being seventeen miles, but the Marines and a half, the distance being seventeen miles, but the Marines and a half, the distance of the same are seventeen at least half-an-inch.

Then are you of opinion that the contract price paid by the Government was too low for these boats?—No; but the builders, in adder to make as much profit as possible. permitted their workmen to use an inferior class of wood.

What thickness wood do you use for your pleasure boats?—We use half-an-inch. The road, or track rather, for there are | tion of the Nile boats ought to be inno roads properly so-called here, leads vestigated by a Select Committee. for the most part along the railway line; in several places, however, it has to diverge into the desert in order to round the rocky hills through which,

of the Commissariat Department, who kindly lodged me in one of the tents.

A. D., 1884. kindly lodged me in one of the tents. It was fortunate for me being under cover, for about nine o'clock we had a sand-storm, to the discomfort of the troops who were encamped in the open. Well, what is a sandstorm? We have something like it, but only in miniature, in some of our English towns on a windy day in dry weather. But here the weather is always dry, for since I left the ship at Ismailia, excepting a few drops of rain at Korosko, it has been perfectly dry. As a consequence everything was as dry as dust all SCHOONER "CLAYMORE." here was one blinding cloud of dust,

permeating everywhere to which the wind had access, and the discomfort

this produced and we easily imagined SARRAS, Dec. 4.—There is a great scarcity of fodder for camels here, much not only to my disappointment but also to the surprise of the commander of the troops. Beans and in the expedition," referring to the dours can be had, but no "tibbin," fact that the troops to be engaged in it that is, chopped straw. Major Poe is were yet in transit to the seat of war.

Nothing, of course, can be done—or as

Weight and the Education of Nothing, of course, can be done-or as Major Carter, of the Egyptian Artil-I was afficially informed would be— lery, and obtained a supply for my animals. Captain Demaresq, of the active part were assembled at Dongola. 46th, leaves to-day to join his regiment And I know, from what I saw, that this at Dal, and is compagnons de voyage Save Your MONEY & Examine Our Goods before purchasing. from Assiout, we agree to travel to left Halfa on the 6th November—so far Ambigol, twenty-nine miles distant, and not eighteen as marked on the outline map published, by the Intelli-

Corps had started, but the greater part were still at Wady Halfa. Still, as I marching at 4 p. m., agreed to accomwas anxious to visit so ne points on the marching at 4 p. m., agreed to accomway, in order to satisfy myself as to the progress of the whalers up the cataranch, the particulars of which I hope

Soudan has forwarded us several specithem by train, which I reached an mens of the wood of which some of the hour before they did—although I left Nile boats that have recently come to Wady Halfa fiye hours after I had grief were built. These boats are de started them. With my caravan arriv- scribed as simply outrageous, and the ed also the detachment of Marines, and specimens we have received will fully the first battery of the Southern Artil- bear out this term. The wood used was white spruce—a material utterly ments of light cavalry, under Colonel unfit for boats exposed to all the dangers of the nile. We have also received We encamped under a clump of palms | a specimen of the stem of the boat No. on the river bank, near the Canadian 556, the bow of which was torn open in of elm, which is split into matchwood shows how unfitted such a material was fer boats of this description. Several pieces of No. 14 boat have also been forwarded to us. They are of white spruce, which is as brittle as glass. Our London representative, who had Gemai the day before they arrived an interview yesterday with one of the

Thames-Mr. H. Tagg, of Hamptonfurnishes us with the opinion of a practical man on the specimens "mailed" by our special correspondent. Our refor this statement this worthy replied presentative first showed to Mr. Tagg the piece of elm which was part of the hearsay he had set afloat a story that his observation upon it :-

am afraid from what I learn second-hand that many of the disasters to the boats of which you have heard are mainly attributable to the interference of officers in command of detachments proce eding in them.

The Hussars marched at 6.30 next

What do you think about these speci-ments of spruce of which the bottoms of the boats were constructed?—Well, sir, the wood is poor Swedish spruce, and in water becomes pulpy. The best spruce is that which comes from America, Furthert, instead of being three eighths of an inch thick, it ought to have been at least half-an-inch.

Artillery did not arrive until three This was the substance of my intero'clock, two hours later, owing to their view with a professional boatbuilder, having lost their way in the desert. and the impression left on my mind This without a guide is easily done. was that the question of the construc-

Notice of Sale.

round the rocky hills through which, of course, the railway passes by cuttings. I was on one of these occasions that Major Poe's Marines went an hour astray and consumed another hour straying back again.

It was a sight worth seeing, however, was this column marching into Sarras. The Hussars, camel back, are as much at home as on their English steeds. The battery of six 7-pounders—wheels on one camel and gun on another—with their Aden camel drivers, easily recognized by their turbans; and the gallant Marines, with their spiked helmets. My caravan came with the gallant Marines, with their spiked helmets. My caravan came with the rear of the column, and encamped near a detachment of the Egyptian Mountain Battery—here, however, without their guns, and on transport duty. As for myself, I enjoyed the hospitality of the Commissariat Department, who bindle ledded was in an exist of the column of the commissariat Department, who bindle ledded was in the least of the late with the payment of the county of Northumberland, laborer, and all others whom it may concern—Take notice that there will be sold at Public Auction in front of the Engine Mouse in Newcastle, in the County of Northumberland, laborer, and all others whom it may concern—Take notice that there will be sold at Public Auction in front of the Engine Mouse in Newcastle, in the County of Northumberland, laborer, and all others whom it may concern—Take notice that there will be sold at Public Auction in front of the Engine Mouse in Newcastle, in the County of Northumberland, laborer, and all others whom it may concern—Take notice that there will be sold at Public Auction in front of the Engine Mouse in Newcastle, in the County of Northumberland, laborer, and all others whom it may concern—Take notice that there will be sold at Public Auction in front of the Engine Mouse in Newcastle, in the County of Northumberland, laborer, and all others whom it may concern—
To deluct the the Caunty of the late William Davidson, bounded on the north by Mith the treat pide and

A. D., 1884.

JAMES ROBINSON,
Executor of the law Will and Testament
Alexander Ferguson, DeceasedE. P. WILLISTON, Solicitor for Executor.
Terms made known at sale.

3



around us, and just across the river was the sand of the Nubian Desert. With the sand of the Nubian Desert. With the strong wind that blew the atmost

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A LL persons having any just claims against the Estate of the late Honorable William Muirhead of Chatham are hereby notified to file the same duly attested with the undersigned Executors within three months from date, and all persons indebted to said Estate are requested to make mmediate payment to us. Signed JOHN SADLER, WM. MUIRHAD Executos.

Dated Jan. 7th, 1cs5. 45.85.

NOTICE.

Application will be made at the next session of the Legislature of New Brunswick for an Act to incorporate a Company whose object it is to construct a line of Railway to connect with the Northern and Western Railway at or usen? Obestown running through the parishes and Brighton and the second of the second second of the second countries as may be deemed advisable in said Countries to or near Woodsteck in the County of Carleton; also a line of Railway connecting with the Northern and Western Railway at or near its crossing of the Miramichi River in the Parish of Blackville and running through said parish and the parish of Southesk and thence through the Countries of Carleton and Victoria, or the said County of Victoria to or near Graud Falls in said County, with branches and connecting lines in the parishes of Northesk and Southesk in the County of Northumberland, and branches in the said Counties of York, Carleton and Victori Chath am, Dec. 4th 1884.

NOTICE

Application will be made at the next session of the Legislature of New Brunswick, for an Act to Incorporate a Company for the constructand of a Railway, from a point on the Northern the Parish of Stanland in Cross Creek, in at or near Cross Creek, it up the Vailey of the Nashwaak River as near as may be, and through the Parishes of Stanley and Bright, in the County of York, and the Parishe of Brighton and Aberdeen, in the County of Carle ton, to a point on the St. John River, in the Coun-ty of Carleton, between Hartland and the County Lipa between Carleton and Victoria Counties

NOTICE

A pplication will be made at the text session of the Local Legislature of New Brunswick, or an Act to Incorporate a Company to construct, a lise of Railway connecting with the Intercolo-nial Railway at or near Storan's Guich, so called

Jan. 1st 1885. Meeting of County Council,

THE NORTHUMBERLAND CO. COUNCIL will meet for despatch of business at the COUNCIL CHAMBER, Newcastle, on TUES-DAY, the 20th day of Jannary instant at 12 o'clock

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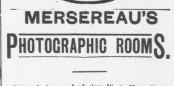
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